

## The Toronto World

FOUNDED 1850.  
A morning newspaper published every day in the year by The World Newspaper Company of Toronto, Limited, 40 West Richmond Street, Toronto.  
Telephone Calls: 5338—Private exchange connecting all departments.  
Branch Office—40 South McNab Street, Hamilton.  
Telephone Regent 1346.  
Daily World—3c per copy; delivered, 50c per month, \$1.35 for 3 months, \$2.60 for 6 months, \$5.00 per year in advance or \$4.00 per year, 40c per month, by mail in Canada (except Toronto), United Kingdom, United States and Mexico, Sunday World—5c per copy, \$2.50 per year, by mail.  
To Foreign Countries, postage extra.

TUESDAY MORNING, MAY 6.

## The Strike Must Be Settled.

We are in the middle of a situation which, if prolonged, means more suffering and general ill-feeling than has been experienced in Toronto for a generation. It is almost idle now to discuss the occasion of the strike, but the most important contention of the packing house strikers is their demand for recognition of their union. In Great Britain unions are not only recognized but commended and incorporated in the official machinery for strike settlements. People who object to collective dealing nowadays are back numbers, and whatever employers may think they are playing a losing game to antagonize the union movement.

The metal workers' position is largely concerned with the wage scale. The statement by W. B. Hunter, business agent of the Pattern Makers' Union, takes issue with the statement of wage conditions in United States cities, made by James G. Merrick, secretary of the Employers' Association. It is too frequently the case that negotiations carried on in the newspaper columns, where a man represents a certain interest which he is expected to uphold, degenerate into a lawyer's game of sparring for points. Mr. Hunter says the cities most nearly parallel to Toronto, Buffalo and Montreal, were not mentioned by Mr. Merrick at all. It is quite clear that nothing is going to be achieved by recriminations in the newspapers. The whole situation is much too serious for Mr. Merrick or anyone else to indulge in sparring for points. What is wanted is a settlement, and this can only be had by responsible men getting round a table and thrashing the matter out. Mr. Merrick and Mr. Hunter can produce their evidence about other cities, but it is what can be done and should be done in Toronto that matters. Five representative employers and five representative labor men with a few representatives from the city and the provincial and federal governments could probably find a basis for negotiation in a few hours' discussion. A board of conciliation could then be organized and the vital questions settled.

The strikers will probably number near 10,000 men this morning. Every hour lost in non-production reduces the wealth of the country by a large amount. Money becomes less valuable for there is less value behind it. The money of the labor man and the money of the capitalist alike sink with the reduction of stocks and supplies. It is a civil war in which values are being destroyed, not by explosives, but by failure to replenish.

Lord D'Abernon has a word for the employers in this connection, and he is among the greatest financial authorities in Great Britain. He says that in view of the fall in the value of money a table of prices of a large range of commodities should be adopted officially as an index to the true value of money, and wages and minor salaries should be referred to this standard and payments should be made to employees according to this standard. The World has recommended this plan several times in the last few years, the labor bureau index at Ottawa to be accepted as the standard.

The labor men are not at all blame in this strike. The metal workers gave the employers thirty days' notice, and asked for a conference on the whole schedule before the strike was called. Are we not able in Canada to meet round a common table and discuss our affairs in the democratic way they do in Britain?

It is only by direct face-to-face negotiation that anything can be achieved. In any case the unions must be recognized.

## Another for the Grand Trunk.

And now The Mail joins the ranks of The Montreal Gazette, Montreal Star, Toronto Globe, Toronto Star, and the financial papers, in arguing that the Grand Trunk's solemn commitment for the National Transcontinental and the Grand Trunk Pacific should be eased up; that they should be given more for their road than Sir Thomas White offered them. An agreement with the people and government of Canada, when signed by a railway company, is not to be enforced; or, at best it is to be stepped down. Forget that the people of Canada put half a billion of dollars in that mad venture of Charles M. Hays and Sir Wilfrid Laurier; only remember the poor British investor and the directors who have handled the 'Grand Trunk' to their own advantage for fifty years. If not for the advantage of the investors and those who paid the traffic

charges. Forget all about the exploitations of these gentlemen in connection with the venture: the contracts, the townships, the equipment that was so lavishly bought.

Why didn't The Mail write this way when the Grand Trunk proposals were up in parliament? Are all its dire predictions made at that time to be recalled now? Why not let the Grand Trunk go scot free and let Canada take up the load?

The government have to face the public on their record; and their responsibility is that of a trustee! No paper has talked so much about the trust of government as The Mail! What will be the argument of the farmers of the country when the election comes on?

And is it honest for The Mail to say that "the scheme of a national transcontinental railway was forced on the Grand Trunk by the government of the country"? Mr. Hays and his associates were in Ottawa, anxious to sign, and did sign, and like all ordinary citizens who sign notes and mortgages and contracts, must live up to them. But no railway must keep its pledges to the people of Canada!

## The Big Drive.

This morning the "Big Four" drive appeals to the public for support. For four days an energetic company of the most practical men in the city are devoting themselves to raising \$1,500,000, which is to cover the whole of Toronto's indebtedness, as nearly as can be estimated, to the benevolent and charitable causes of the city.

This sum is as real a debt as the milk bill or the gas account. We all owe something to the activities, the institutions, the services of one sort and another which keep the sick, the maimed and the blind off our streets, which care for the hungry children and clothe the naked, which provide them and our young men and women with recreation, which look after the derelicts and in a thousand ways relieve the pain and worry of a great city's destitute.

It is largely a debt, too, to our gallant boys who immortalized Canada in Europe. Those who have returned are to have club houses, and the Repatriation League has plans for acknowledging on our part a small share of the obligation in which that service in Europe has involved us.

All our charity debt for the year, hospitals, Y.M.C.A. soldiers' benefits, miscellaneous benevolences of one kind and another are included in this one appeal for the year. There will be no more tag days. Whatever you can give for a year is to be your fair offering this week. We must see that Toronto does herself justice, even in the face of difficulties.

## Hand Over Hand.

A farmer's wife was ready for the minister of labor at the Hamilton meeting on Saturday, with a "feasible" reason for the present high price of butter. She said three gallons of milk make only one pound of butter, value 65 cents; but three gallons of milk fetch 90 cents. Hold up a minute. When they raised the price of milk last it was on the economic argument that it would fetch so much more if made into butter. This milk and butter go up hand over hand.

## OTHER PEOPLE'S OPINIONS

The world will gladly print under this head letters written by our readers, dealing with current events. As space is limited they must be longer than 200 words and be written on one side of the paper only.

## ITALY AND THE ALLIES

Editor World: Under the title of "What is the matter with Italy?" Saturday Night casts unfounded and false accusations against Italy. It says that "the press of Italy is the most venal on earth." Does Saturday Night claim that the Italian press was bought when Great Britain, France, Russia and Belgium sought the aid of Italy? Was it deemed purchasable when Italian journals were striving to convince the English people to support the allied interests? Did the Italian press yield to the first full of cash of Von Blow when he wished to begin a new career? As he planned to have the plant ready for operation in the coming autumn.

The most interesting fact in this announcement is that the potash will be made from waste at the cement mills of the company at Port Colborne. The dust is to be utilized and treated with potash as the product. Several American mills are so equipped. General Manager Preston of the company stated that the new plant will employ 100 men at the beginning.

Italy held in her hands—none can deny it—the destinies of the war, a fire which could not be extinguished until the free peoples of the world were arranged in solidarity against it. Italy fought a clean battle. All this for the glory of the Allies. I sincerely hope that the Canadian press will join with me in forcing Saturday Night to make a speedy and equitable retribution for the display of its infamous sentiments and entire misrepresentation of facts.

Seratino C. Castrucci.

## FOR REASON AND WISDOM

Editor World—During the past five years the world has been going through a process of purification by fire, a fire which could not be extinguished until the free peoples of the world were arranged in solidarity against it. A union of liberty loving



## THE DAY AT OTTAWA

By TOM KING

people, deeming no sacrifice too great if their object could be attained (the saving of the world for democracy), for which the treasure of these nations was poured out without stint, and for which, alas, the best and noblest of men to the number of millions, shed their life's blood; yea, to such an extent that it mingled with the dust of the European fields, making, so to speak, a sacred cement upon which our victorious armies would march back to their hard won heritage which awaited them upon the altars of democracy.

Today the question uppermost in the minds of thinking men is, can democracy be saved to such thoughts? What gives rise to such thoughts? The fact that on May 1st, 1919, a large number of trade organizations decided that the doctrine of force was the only doctrine through which they could obtain that which they sought. Force in the form of a strike, or any other form, means war in some form, each kind creating its own particular form of hell. A hell of discontent and dissatisfaction, suffering, distress, of which women and children are made the innocent victims, and this when their power of endurance has been stretched to the very limit by five years of continual anxiety, yea, heart-breaking and soul-stirring anxiety, almost to the verge of despair; shall we then consider our cause for a standpoint of justice, which should be our aim even more than liberty? Or shall we, by making extreme claims upon employers of labor, disrupt the industrial machine, and plunge our people into the vortex of Bolshevism, thus nullifying the sacrifices that have been made on our behalf and on behalf of freedom during the past five years.

Therefore I say unto all men, "Take heed of the warning of the grim sentinels that stand by the portals of the intellect (reason and wisdom), then will your aims be honest and your claims just, then, too, will democracy be saved for humanity."

Neil George.

It is said that this western effort to gain eastern support was suggested by Hon. J. A. Calder, minister of immigration and colonization. Mr. Calder blew hot and cold on the tariff question when he spoke on the debate on the address. Few believe that he will break with the government, no matter what its tariff policy may be. At the same time he is anxious to stand well with the first leaders of the west.

If he really advised the westerners to seek for co-operation in the east it will probably be a step in the right direction. The tariff is undoubtedly weakened by appearing to be confined to one section of the country.

## HALF-MILLION FIRM GOES TO WELLAND

Immense Potash Plant Will Be Constructed by Canada Cement Company.

Welland, Ont., May 4.—The Canada Cement Company, of Port Colborne, will shortly begin erection of a half million dollar plant or the manufacture of potash. It was stated by officials of the company here today. The scheme has been under consideration for the past three years, but it was only recently that actual decision was reached to build the plant. Work on the building is to begin at once. It is planned to have the plant ready for operation in the coming autumn.

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## PENSIONS BILL GIVES NUMBER OF INCREASES

Ottawa, May 5.—The special committee of the house named early in the session to draft a pensions bill will shortly terminate its work. It is learned that this bill which will be introduced by Hon. N. W. Rowell, will include nearly 20 clauses and will authorize a number of increases in certain classes of pensions, as well as some extensions of educational privileges to the dependents of men who lost their lives in the service of the country.

## Appoint Col. C. F. Constantine Professor of Artillery at R.M.C.

Kingston, May 5.—Lieut.-Col. C. F. Constantine, who has done such splendid service overseas in the artillery, has been appointed professor of artillery in the Royal Military College at Kingston.

## TOWARDS NATIONALIZATION.

Manitoba Free Press, May 2, 1919.

The tide towards nationalization appears to be flowing strongly in Great

Britain. After the Sankey report, with its criticisms of the system of coal mining, comes Sir Eric Geddes' indictment of the British system of transportation. The old order, in these two cases, has received a hard blow, although it should be noted that both Justice Sankey and Sir Eric Geddes do not commit themselves to nationalization as the necessary alternative to the systems which they condemn.

Sir Eric states his view in these words: "Is nationalization the cure? I do not know. There are those who look upon nationalization as an end in itself, as something desirable. I am not one of those. I look upon nationalization as a possible means to an end, but because of its disadvantages if the other advantages outweigh them." The meaning, of course, of such remarks being simply that the present system is so bad that it can no longer go on. If Sir Eric contemplates nationalization, it is not particularly because he wants to do so, but because there seems to be no other alternative.

If the mines and the transport facilities are nationalized in Britain, it will not really be a victory for the advocates of nationalization. The transport system, under the order of the war, has simply not stood the test. The British transport system, in common with all other transport systems, has collapsed in so far as being a sound financial and economically conducted business is concerned.

In the words of Sir Eric Geddes, half paralyzed financially and in a state of chaos, it is making a loss to the country of more than a million dollars a day, and something has to be done about it.

Sir Eric Geddes brings in his bill to place the entire transportation facilities of Britain under a civil and communications ministry, and if this bill favors nationalization, it is not thru any design on his part. He is forced into his position not by arguments from the theoretical side in favor of the principle of state control, but thru the pressure of physical facts which are the result of a long tenure of private ownership of the roads and communications of Great Britain.

The lesson is plain for those who can see it. What is wanted is efficiency and economical methods of doing business. If the shadow of state control now hangs over the British railways and transport facilities, it is because under private control they have been inefficient and wasteful. The lesson is plain for those who can see it. What is wanted is efficiency and economical methods of doing business. If the shadow of state control now hangs over the British railways and transport facilities, it is because under private control they have been inefficient and wasteful.

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## THE PROMOTER'S WIFE

By JANE PHELPS.

Neil's Aunt is to Visit Them Rather Inopportunistly.

CHAPTER LXXVII.

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Dead at Age of Seventy-Eight

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## TORY ISLAND DELIVERY.

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## A Line of Cheer Each Day of the Year

By John Kendrick Bangs.

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"BIG FOUR" DRIVE.

Today's the day of days for me. Who could not fight for Liberty With soul and heart. To keep God's glad green footstool free. Some fought with spirit brave and bold. And some with weapons stony cold. Some reared the Hun. With shot and gun. My only weapon is my gold.

Of that I'll freely give and thus In this glad world be glorious. Make all complete. Of our brave sons, victorious!

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## NATIONALIZATION MUST COME

FIGHTING PUBLIC OWNERSHIP.

(Calgary Alberta, April 30, 1919.)

The Edmonton Bulletin has joined forces with the official heads of the Canadian Pacific Railway, past and present, and the other enemies of public-owned enterprises in Canada and across the line, in a persistent campaign against the public administration of the railways. There has been a deficit on the C. N. R. after the first year of partial ownership. That is not surprising. There was never anything else but deficits on the C. N. R. from the beginning. That is not the fault of public ownership of railways, as The Edmonton Bulletin very well knows, but is the harvest we are reaping from our policy of the private ownership of railways.

All our railway troubles today are the legacies not of government ownership, but of the blunders and greed of private ownership.

The public ownership of railways has not meant increased rates, decreased service or increased losses as The Bulletin declares. The increased rates were caused by wholesale increase in the wages which made these increases inevitable. There has been no increase in deficits. The deficits always came out of the people. Our railway charges are less because of public ownership.

The C.N.R. is a very promising railway, and if vigorously administered, as at the present time, it will be a paying venture in due time. It will not be long before it will be yielding a revenue in actual profits or in reduction in rates. Until that time comes, it will not be surprising to find a campaign against the public ownership of railways.

The government had to do one of three things. The first was to continue to feed millions to the owners of these private institutions and proceed along the ancient lines. The people would tolerate no more subsidies to the owners of these railways. The second choice was to abandon the road to its fate, when it would have been taken over and become a part of the Canadian Pacific railway system. That would have placed the country in the hands of one gigantic corporation.

Lord Shacknessy pretends to fear the "harmful influence of politics upon the railways," says The Toronto Globe, but what of the harmful influence of private-owned railways upon politics? The story of the relations of political parties and railway corporations in Canada, beginning over seventy years ago, is not the proudest chapter in Canadian history. The atmosphere of public life can be made purer and the temptations that beset public men will be reduced, when there are no railway corporations seeking public favors. The railway lobby has vied with the protective tariff and the patronage system as a corrupting agency.

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